

The Arizona Sentinel.

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VOL. VIII.

YUMA, ARIZONA, SATURDAY, MAY 24 1879.

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The Arizona Sentinel.

Published every Saturday by the
Sentinel Publishing Company.
GEORGE TYNC, - - - Editor
AND GENERAL BUSINESS AGENT.

Subscription:
One year.....\$5 00
Six months.....3 00
Single copies.....12

Advertising:
One inch, each insertion.....\$2 50
Each subsequent insertion.....1 25
Contracts by the year or quarter at reduced rates.

Job Printing:
Legal Blanks, Briefs, Bill-Heads, Letter-Heads, Circulars, Labels, Cards, Programmes, etc., printed in every style, with neatness and dispatch.
Currency taken at par.

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REMOVAL.
J. C. COGSWELL, Dentist, has removed his office from 230 Kearney street to the Young Men's Christian Association Building, 233 Sutter street, near Kearny, San Francisco. The rooms are elegant, convenient and well ventilated. Friends and patrons are invited to call.

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Prescott, Phoenix and Maricopa.

Prescott is located up among the pines, at an elevation of about 6,000 feet—has a good climate, good water, men of enterprise and brains, live newspapers, churches, a first-class school, library, dramatic club, theater and good society. Fort Whipple the headquarters of Gen. O. B. Wilcox, Commander of the Department of Arizona, is only a mile from the town, and the officers there, by their weekly receptions, serve to enliven and brighten society.

It was a wise thing, no doubt, so far as human foresight could forecast the future, to locate the capital of the Territory here, but railroads make great innovations, being often instrumental in destroying as well as building up towns. Prescott, notwithstanding its desirable location, the energy and thrift of her people, will undoubtedly cease to be the capital, and the trade of Bradshaws will naturally go south to the railroad.

North, there is a large extent of mineral country which will be developed in the near future, and within a radius of 20 miles there are several upland grass and agricultural valleys, notably those of the Agua Fria, Skull, Kirkland, and Peeples, all of which will, in ordinary seasons, produce crops of grain, vegetables and hay. These will contribute to make Prescott in the future what it has been in the past, a place of considerable importance.

One of the most important local industries is the manufacture of lumber. This suffers somewhat from the loss of that portion of the trade which now goes to the Valley of the Salt, and Gila, as this section will hereafter be supplied from the railroad.

About 10 miles south of Prescott there is a wide sweep of valley land, which, in its desolation, forcibly reminds one of the sea. It is well named "Lonesome Valley," for not a living creature was to be seen upon its many thousand acres. It is covered with thin grass, and would make good agricultural land were it not for the total absence of water. A flowing well here would be more valuable than an ordinary gold mine.

Eighteen miles south of Prescott, in the valley of the Agua Fria, is the fine grass and stock ranch of Nathan B. Bowers, Esq. This locality is peculiarly interesting, as upon this ranch, and in the immediate neighborhood, are found many ruins and other evidences of the ancient people who once occupied these valleys. The massive walls of Mr. Bowers' house are built of stones taken from one of these ruins, portions of which still remain near by. A short distance away there is what appears to be an ancient burial place. The graves, if such they be, are covered with flat stones, laid in a circle, raised but little above the ground and about four feet across. Over 500 of these mounds have been counted in a space of about an acre. Who were these ancient people and when did they occupy this land? Mr. Bowers says that in excavating he has uncovered their floors, which were made of earth, pounded hard and smooth, and that wherever he has come upon any of their household utensils, consisting of the metate in which they ground their corn, and pottery of various sizes and styles,

he has invariably found them broken in pieces, leading him to the conclusion that the inhabitants had been forcibly driven from their homes by an enemy, and their rude furniture destroyed.

One hundred and ten miles south of Prescott, on the Salt river, is the flourishing town of Phoenix. A new impetus has recently been given to business here by the completion of the S. P. R. R. to Maricopa. The town is located in the midst of a wide plain or valley made fertile by irrigation, the water for that purpose being taken from the river, and it is said there are a hundred thousand acres in grain this year, mostly in wheat and barley. Dr. Jones, a gentleman of wealth and enterprise, is experimenting with sugar cane, having put in a large number of acres and with proper handling will be sure to get a good crop. Here is a field in which some of the colored labor from the cane fields of Louisiana, now seeking new homes, could find profitable and congenial employment. Phoenix is ambitious to become the future capital of the Territory. It is centrally located, and its importance will be largely increased by the building of a branch railroad, now in contemplation, from the S. P. R. R. at Maricopa, a distance of about 30 miles, over a country favorable for such construction. The town is flat, the drainage is on the surface, it is extremely hot in summer, and, unless its sanitary condition is well looked after, it will become, with a population of 4,000 or 5,000 people, very unhealthy. New buildings are going up, mostly of adobe; a bank has been opened; the price of lots is advancing; and there is an air of expectancy about the place indicating an appreciation of the new order of things about to be inaugurated by the incoming of new people and the development of new enterprises.

Ten miles up the Salt, where the stage road from Phoenix to Maricopa crosses the river, is situated the fine ranch and flourishing mill of Hon. Chas. T. Hayden. The mill is run by water power, having 24 feet fall. He also has a store here, postoffice, stage-station, corrals, freight teams and a small army of Mexican and Indian retainers; broad fields of waving grain and herds of cattle, making him a veritable patriarch.

The new railroad town of Maricopa, the central and general distributing depot for middle and northern Arizona, is rather pleasantly located on a gentle rise in the desert near the Santa Cruz river, which is here a subterranean stream. It is flanked on either side by short ranges of mountains, and between these, in a gap several miles wide, the railroad comes in from the west. Toward the east the wide illimitable desert spreads out as far as the eye can reach, broken here and there by isolated mountain peaks of bare and reddish rock, which lift up their jagged and serrated ridges out of the plain in many odd and curious shapes, that glow with fervent heat in the noonday sun, and put on the most wonderful shades of color in the early dawn and evening twilight.

Here, where but a few weeks ago, the silence of the desert was unbroken by any sign of life or habitation, there is now an active

bustling town of more than 500 people, with postoffice, express office, stores, hotels, saloons, and new buildings going up on every side. The dust of the plain whirls itself in eddies above the ponderous freight teams as they come and go, bearing the products of many lands to distant mining camps and mountain towns. Maricopa is about 30 miles south of Phoenix, 140 south of Prescott, 160 east of Yuma, 30 west of Florence, about 100 north west of Tucson and 800 from San Francisco. It will be the distributing point for Florence, the valley of the Gila and the Globe mining district east, Phoenix, the valley of the Salt, the mining camps in the Bradshaw range, and to some extent, Prescott, in the north. It will have more permanency than most railroad towns, and continue a place of business importance until a branch railroad is built to Phoenix, when most of its business will be transferred there, and that place will then become the distributing point for a still wider range of country.—W. H. SEAMANS in the *Mining and Scientific Press*.

Two Southern Continental Railroads.

[From the S. F. Bulletin.]

The Southern Pacific Railroad Company has extended its lines in a southerly direction 890 miles from San Francisco and 180 miles beyond the Colorado river. The work will now be suspended until the hot weather is over, to be resumed again say in November, when the work will be pushed on rapidly. The first objective point will be Tucson, a town well down in southern Arizona, and near the thirty-second parallel of latitude. This is on the line of the extreme southern railroad. Every mile built on this line is really toward the Gulf of Mexico. How far the present company will build on this line is perhaps an open question. But there is no doubt that the continental road will be constructed by way of El Paso to Galveston, and the probability is that the California Company will cover the most of the at present unoccupied ground. The Tom Scott programme of a Texas-Pacific railroad seems to be in abeyance. Some other company may construct the line from El Paso to Fort Worth, or practically to Galveston. The two natural termini of this railroad are the latter city and New Orleans. The natural advantages are very great. In the first place the road almost touches the border of Mexico. At Tucson it is but a short distance to the line. At El Paso the border of Mexico is touched. From the latter point it is said that stages can be driven over the table-lands all the way to the City of Mexico. From El Paso the more southerly route will probably find favor, which would intersect San Antonio and Houston, reaching the Gulf at Galveston. That such a line of railroad will be constructed at an early day there is now hardly room for doubt. Practically, the Southern Trunk Railroad Company have built 890 miles of this road, and will probably build 200 miles more within a twelve-month.

After the Southern Pacific Railroad reaches Mohave, this side of Los Angeles, it diverges from the thirty-fifth parallel and makes for the thirty-second parallel. The road now being constructed is along that line. It cost nearly

as much to build the hundred miles between Mohave and Los Angeles as it would have constructed a road from Mohave, crossing the Colorado at the "Needles" in a nearly straight line to Prescott, a distance of 375 miles. The gap from Mohave to Los Angeles is one of the most costly pieces of railroad in the United States. One tunnel alone cost \$1,600,000, and that hundred mile section required an outlay of about \$7,200,000. Naturally, the two great Continental railroads would diverge at Mohave—the Gulf road, by way of Los Angeles and Yuma, striking for El Paso and Galveston. The Thirty-fifth Parallel road, striking from Mohave for Prescott and Santa Fe, or for such a point as would admit of a connection with the great road now being built across Colorado and New Mexico by Boston capitalists, generally known as the Atchison Topeka and Santa Fe Railroad.

These are the two great continental lines which are looming up in the near future. Both are below the snow line, and both have great natural advantages. The Railroad Company which is pushing across the Continent from the Mississippi river, is making steady progress towards this objective point. They will build toward the Rio Grande until they meet with another road. It may be at Santa Fe, or at some other point hereafter to be selected. But that junction makes a continental railroad, with San Francisco and St. Louis as termini. And so another company may possibly build across Texas to connect with the Southern Pacific at El Paso or at a point still lower down, but when the connection is made there is another continental road with Galveston, New Orleans and San Francisco as termini. Few people on this side of the country are aware how rapidly this system of railroads is developing. It is by far the most important undertaking in the United States.

And this work is being prosecuted by companies which are seeking no municipal, State or national assistance. The Southern Pacific Company are pushing their road across Arizona with the money and credit which the company can command, literally building the road out of its own resources; a road which can never make satisfactory returns on the investment until it becomes a great continental highway. This railroad development is of the utmost importance to San Francisco. Practically, this city will be the terminus of three continental railroads, and that without having been required to assume any of the burdens of construction. First and last, a hundred millions will go into these roads by the several companies engaged in building them. The Gulf ports will be in direct communication with this city by rail, and it is among the probabilities also that the City of Mexico will have rail connection with San Francisco. One event hastens another. Every mile of railroad built in Arizona has the significance of a continental enterprise. This long stretch of road across these wastes does not pay now, but when the connecting links are all finished, the traffic will then have a continental importance, as it has on the Central Pacific Railroad.

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